to the payments received by the dealers.

(b) No, Sir.

(c) The Regional Offices, and the Service Department of Maruti Udyog Limited, inspect the functioning of dealerships with a view to implementing the prescribed procedures pre-sale and after sales service.

Acceptance of bank draft by maruti dealers

713. SHRI PAWAN KUMAR BANSAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that since the last week of January, 1988 the dealers of Maruti Udyog Limited have refused to accept the bank drafts and deliver vehicles to those buyers who had earlier been informed that their turn for the vehicle had matured;

(b) if so, what are the reasons therefor; and

(c) what is the position now?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) to (c) A large number of payments are received by the dealers of Maruti Udyog Ltd. in the last quarter of each financial year as a result of customers whose allotment matured for delivery long back also making payments for delivery in January and February. As advised by Maruti Udyog Ltd., their dealers, by and large are accepting payments for vehicles against all matured allotment numbers. Only in a few cases, where the number of payments received was in excess of the quota of vehicles to be delivered in February, the dealers have had to advise customers to deposit payments in March in view of the fact that the delivery of the vehicles would not be possible in February.

Guidelines for foreign collaboration

714. SHRI CHIMANBHAI MEHTA: Will the Minister of INDUSTRY be pleased to state:

(a) what are the guidelines issued by Central Government for granting the permission to avail of technical know-how from abroad and foreign collaborations;

(b) whether Government have introduced one window clearance system for foreign technical know-how and foreign collaborations;

(c) what are the detailed procedures for availing of foreign collaboration; and

(d) whether the import of plant and machinery and raw materials as well as spares is part of the package of foreign collaboration or a sperate application is required for the same?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and (b) Government has laid down the Foreign Collaboration guidelines which are based on national priorities. Import of technical know-how is permitted in sophisticated and high priority areas, in export oriented or import substitution manufacturing or for enabling indigenous industry to update existing technology in India to meet efficiently domestic requirements and/or to become competitive in the export market. Foreign collaboration approvals cover financial or technical collaboration or a combination of both.

(c) Technology selection is primarily left to the Indian Enterprenures/Parties, who after exploring the alternative sources of technology and techno-economic analysis select the one that suits them the best. Thereafter, they apply for Government's approval in the prescribed form and such an application, when received, is examined in consultation with the authorities concerned including the relevant administrative ministry and Technical Evaluation Committee which is chaired by Secretary and DG(TD) and has members from

Deptt. of Science and Technology, Council of Scientific and Industrial Research and National Research and Development Corporation etc.

The detailed procedure is available in the 'Guidelines For Industries—Part I—Policy and Procedure'.

(d) Separate applications are to be made for import of plant and machinery, raw material, foreign collaboration etc.

Crisis in Mini Cement plants

715. SHRI D. B. CHANDRE GOWDA:
SHRIMATI KRISHNA KAUL:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the attention of Government has been drawn to a press news-item captioned 'Mini cement plants on brink of crisis' as reported in the Hindustan Times dated the 28th January, 1988;

(b) if so, whether Government have recently withdrawn the excise concessions and also bracketed mini cement units with major cement plants;

(c) whether the mini cement plants are on the verge of collapse due to restrictions imposed by Government; and

(d) what steps Government propose to take to save the mini cement plants in the country?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) Yes Sir.

(b) to (d) No concession in excise duty for the mini cement plants has been withdrawn recently. Certain concessions in excise duty were given to the mini cement plants between 1979 and 31-3-1984 as a result of which the excise duty paid by mini cement plants was lower as compared to that of large sized plants. These concessions were not extended beyond 31-3-1984. However, mini cement plants, which were required to sell the cement produced by them at a controlled price (without distribution control) were exempted from price and distribution controls, on introduction of policy of partial de-control w.e.f. 28th February, 1982.

In order to give relief to the cement industry the Government announced in 1987 a rebate in excise duty of Rs. 50/- per tonne for the large sized cement plants as well as the mini cement plants which commenced production on or after 1-4-1986. Large sized cement plants as well as mini cement plants which commenced production between 1-1-1982 and 31-3-86 have been given a rebate of Rs. 20/- per tonne in excise duty.

Associations of mini cement plants have sent representations to the Government asking for further fiscal reliefs. No decision on the representations has been taken so far. However, in order to improve the viability of the mini cement plants, the Government have allowed them to expand their capacity from 200 tonnes per day to 300 tonnes per day initially and to 600 tonnes per day thereafter subject to certain conditions.

Releasing cars by Maruti Udyog Limited

716. SHRI BHAGATRAM MANHAR: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that Maruti Udyog Limited has stopped releasing their cars;

(b) if so, what are the reasons thereof;

(c) whether it is also a fact that production of Maruti-800 CC cars has decreased during the last six months of 1987 as compared to the first six months of that year;

(d) if so, what are the details in this regard; and

(e) whether it is also a fact that booking holders of 1985 have not been able to get their vehicles in Delhi as the release of vehicles for the Union Territory is